



Installation
Instructions

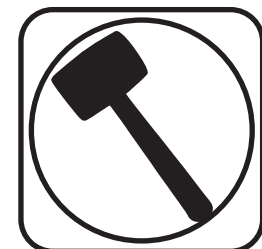
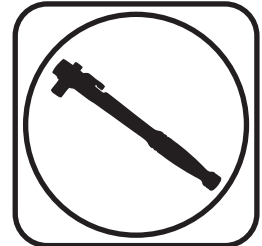


Part # 11710110/11710115

2014-2018 Silverado 1500 2WD/4WD 4"/5.5" Drop Kit

Front Components	
11719300	Drop Spindles
11703110/11703115	Front CoilOver Kit
Rear Components	
11709511	Rear Flip Kit
22189864	Rear HQ Series Shocks

Recommended Tools



2014-2018 GM 1500 4"/5.5" Drop Kit

Installation Instructions

Table of contents	
Page 2-10.....	Front CoilOvers
Page 11-14.....	Drop Spindles
Page 15-26.....	Rear Flip Kit
Page 27-28.....	HQ Series Shock Kit
Page 29.....	Shock Adjustment

MUST USE 18" OR LARGER RIMS

THESE SPINDLES ARE DESIGNED TO FIT TRUCKS WITH ALUMINUM OR STAMPED STEEL OE CONTROL ARMS.

We recommend installing the Ridetech SwayBar #11709120, to improve the handling of the truck.

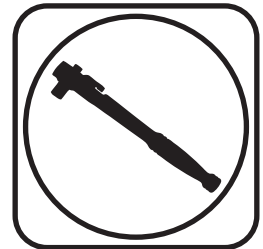
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REV1 3/29/23



Part # 11703110/11703115 - 2007-2018 Silverado 2WD/4WD HQ Front CoilOvers

Recommended Tools



2007-2018 Silverado 2WD/4WD Front CoilOvers Installation Instructions

Table of contents

Page 3-4.....	Included Components
Page 5.....	Disassembly and Getting Started
Page 6-7.....	Assembling CoilOvers
Page 8-9.....	Installation of CoilOver Assembly
Page 10.....	CoilSpring and Shock Adjustment

THIS KIT IS DESIGNED TO REPLACE THE OEM SHOCK/SPRING SETUP.





Major ComponentsIn the box

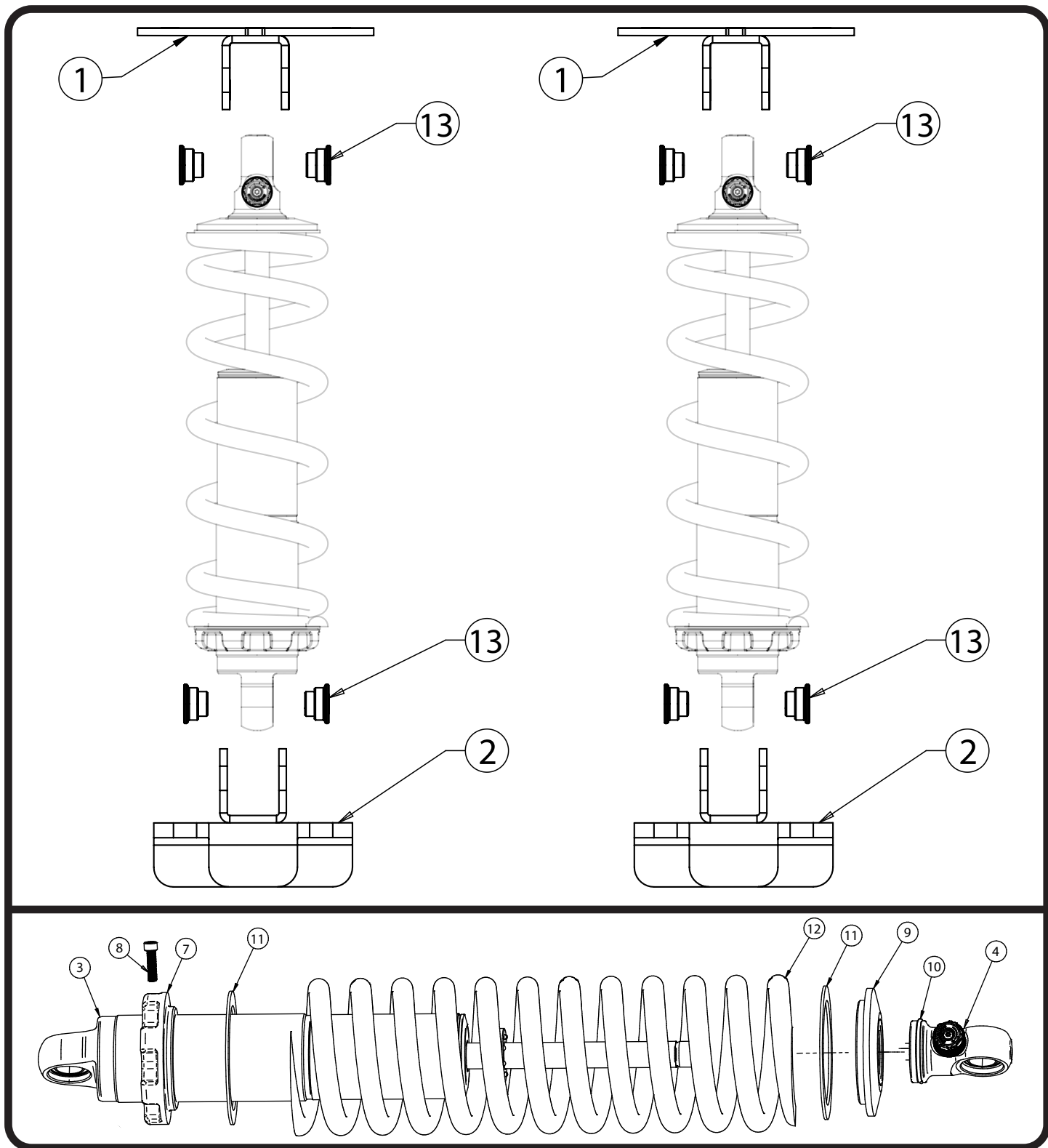
Item #	Part #	Description	QTY
1	90001368	Upper CoilOver Mount Assembly	2
2	90001369	Lower CoilOver Mount Assembly	2
3	982-10-804	4.1" Stroke HQ Series Shock	2
4	815-05-022-kit	Shock Eyelet Assembly	2
5	90001994	5/8" ID Bearing (installed in shock eyelet/body)	4
6	90001995	Bearing Snap Ring (installed in shock eyelet/body)	8
7	803-00-199(kit)	Lower Spring Adjuster Nut	2
8	803-00-199(kit)	Adjuster Nut Locking Screw	2
9	803-00-199(kit)	Upper CoilSpring Retaining Plate	2
10	803-00-199(kit)	CoilSpring Plate Retaining Ring	2
11	70010828	Delrin Spring Washer	4
12	59100800 (2WD) or 59080850 (4WD)	CoilSpring 10" (2WD) 800lb - 2WD or CoilSpring 8" (4WD) 850lb - 4WD	2 or 2
13	90002043	.500" x .365" Shock Bearing Spacers	8
	85000000	Spanner Wrench	1

HARDWARE LIST Kit # 99010130

QTY	Part Number	Description
FRONT UPPER SHOCK MOUNT		
2	99501064	1/2"-13 x 2 3/4" Hex Bolt
2	99502001	1/2"-13 Nylok Nut
2	99503001	1/2" SAE Flat Washer
6	99431023	7/16"-14 x 1 3/4" Hex Bolt
6	99432010	7/16"-14 Nylok Nut
12	99433005	7/16" SAE Flat Washer
FRONT LOWER SHOCK MOUNT		
2	99501064	1/2"-13 x 2 3/4" Hex Bolt
2	99502001	1/2"-13 Nylok Nut
2	99503001	1/2" SAE Flat Washer
4	99371061	3/8"-16 x 2 1/4" Hex Bolt
4	99372001	3/8"-16 Nylok Nut
8	99373002	3/8" SAE Flat Washer



Major ComponentsIn the box





Alignment Note.....

THE LOWER YOU SET THE FRONT RIDE HEIGHT OF YOUR SILVERADO, THE HARDER IT WILL BE TO GET AN ALIGNMENT THAT IS WITHIN SPECIFICATIONS.

Disassembly

This CoilOver System is Designed to replace the factory Shocks and Springs.

The front OEM Shock and Spring assemblies will need to be removed from the front of the truck. **DO NOT DISASSEMBLE THE SHOCK/SPRING ASSEMBLY.**

1. Raise the vehicle and support it by the frame, allowing the suspension to hang freely.
2. Remove the shock/spring assembly from both sides of the truck.
3. If replacing the OEM spindles, remove them at this time (refer to pages 11-12).

Getting Started.....

4. The CoilOvers need to be assembled before putting the shocks in the mounts. Assemble the shocks and springs using the instructions below.

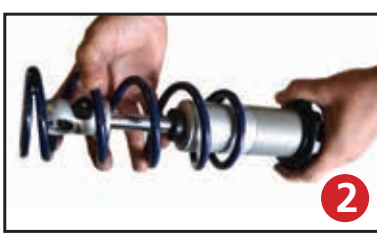
NOTE: The Upper and Lower Mounts are not side specific so they are the same for both sides of the truck.

CoilOver Assembly...



1

First, using the supplied lower adjuster nut (803-00-199) thread the nut onto the shock from the bottom side as seen in figure 1. Remove the plastic pellet that is in the split of the adjuster nut.



2

Next, install a delrin washer then coil spring over the top of the shock as seen in figure 2.



3

Before the upper spring mount can be installed screw the adjuster knob on the upper eye mount to the firmest setting (clockwise) as seen in figure 3. Then remove the Knob by holding it while removing the center screw.



4

Once the knob is removed slide a Delrin washer over the eyelet. Next, slide the upper spring mount (803-00-199) over eyelet as seen in figure 4.



5

Install upper spring mount retainer clip (803-00-199) into the groove on the upper eyelet as seen in figure 5. Then, reinstall adjuster to complete assembly.

Install the locking screw in the adjuster nut before setting spring preload, but DO NOT tighten until the spring preload has been set.

NOTE: Remember to adjust the shock valving before driving, the shock is currently set to full stiff.



Assembling CoilOver



5. Install the 1/2" I.D. bearing spacers into bearing in the shock body. These spacers have a through hole that is 1/2" diameter. The small diameter of the spacers will insert into the shock bearing.



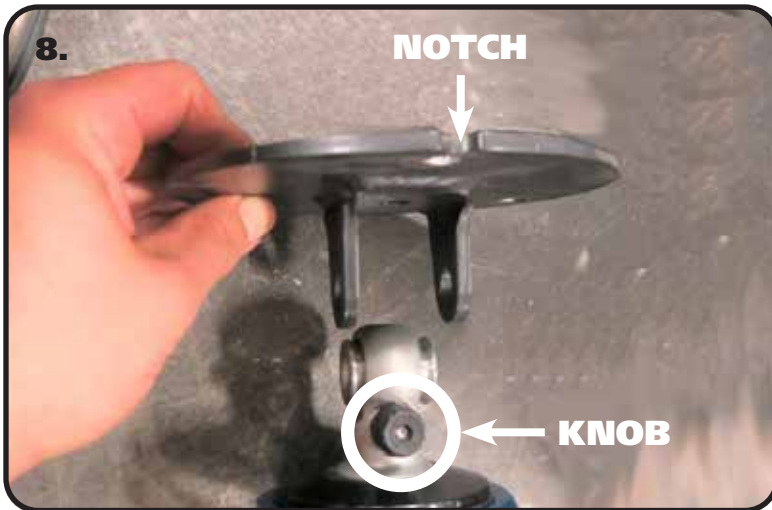
6. Insert the shock into the Lower Mount. Line up the shock bearing/spacers hole with the mounting holes of the lower mount. Insert a 1/2"-13 x 2 3/4" bolt through the mount/shock. Install a 1/2" flat washer and 1/2"-13 nylok nut on the threads of the bolt that are sticking through the mount.



7. Install the 1/2" I.D. bearing spacers into bearing in the shock eyelet. These spacers have a through hole that is 1/2" diameter. The small diameter of the spacers will insert into the shock bearing.



Assembling CoilOver



8. Attach the Upper Mount to the shock eye. The mount needs to be attached to the eyelet so that the notch is on the same side as the adjuster knob.



9. Insert the shock eyelet into the Upper Mount. Line up the shock bearing/spacers hole with the mounting holes of the upper mount. Insert a 1/2"-13 x 2 3/4" bolt through the mount/shock. Install a 1/2" flat washer and 1/2"-13 nylok nut on the threads of the bolt that are sticking through the mount. Torque the upper and lower mounting hardware to 75 ftlbs.



10. Your assembly should look like **Image 10**. The SHORT TAB of the lower mount should be on the same side as the NOTCH in the upper mount. If it is NOT, you can turn the upper mount by hand.



Installation of CoilOver Assembly



11. Put the CoilOver in position on the truck. The Lower Mount will only attach to the control arm one way. The SMALL vertical tab needs to be positioned toward the wheel.



12. The Upper Mount needs to be positioned with the NOTCH toward the wheel. The shock adjuster knob should also be toward the wheel.

NOTE: If the adjuster knob is not toward the wheel with the upper mount in the correct position, the upper mount will need to be removed from the eyelet and rotated 180°.



13. Align the mounting holes of the lower mount with the OEM shock mounting holes in the lower control arm. Install a 3/8" flat washer on each of (2) 3/8"-16 x 2 1/4" hex bolts. Insert the bolts/washers in the aligned holes of the lower mount and control arm.



CoilOver Assembly Installation



14. Install a 3/8" flat washer and 3/8"-16 nylok nut on the threads of the bolts sticking through the lower control arm. Torque the hardware to 45 ftlbs.



15. Install a 7/16" flat washer on each of (3) 7/16"-14x1 3/4" hexbolts. Align the mounting holes of the upper mount with the mounting holes in the frame. The mounting bolts need to be installed with the threads pointing up. Insert a bolt/washer in each holes. Install a 7/16" flat washer and 7/16"-14 nylok nut on the threads of each bolt sticking through the frame. Torque the hardware to 50 ftlbs.



16. Slide the wire loom clip on the threads of the front upper mounting bolt.

17. Repeat steps 4-16 on the other side of the truck. Preload the springs of the CoilOver 1/2" to start. You may need to adjust the amount of preload in the spring, but this will be determined after the truck has been sat on the ground. Refer to **Page 9** for spring adjustment.

18. If installing spindles, do so now.



CoilSpring & Shock Adjustment

Adjusting Spring Height

When assembling the CoilOver, screw the spring retainer tight up to the spring (0 preload). Measure from the bottom of the adjuster nut to the flat of the shock. Thread the adjuster up the shock 1/2" to preload the spring. Tighten the locking screw that is in the adjusting nut to lock the adjuster in place. After entire weight of truck is on the wheels, jounce the suspension and roll the truck forward and backward to alleviate suspension bind.

- If the truck is too high with 1/2" of preload, reduce the amount of preload that is on the spring by threading the adjusting nut down the shock body.
- If the truck is too low with 1/2" preload, then preload can then be added by threading the spring retainer up to achieve ride height.
- Lock the adjusting nut in place by tightening the locking screw that is the adjusting nut.

Shock Adjustment 101- Single Adjustable

Rebound Adjustment:

How to adjust your new shocks.

The rebound adjustment knob is located on the top of the shock absorber protruding from the eyelet.

You must first begin at the ZERO setting, then set the shock to a medium setting of 12.



-Begin with the shocks adjusted to the ZERO rebound position (full stiff). Do this by rotating the rebound adjuster knob clockwise until it stops.

-Now turn the rebound adjuster knob counter clock wise 12 clicks. This sets the shock at 12. (settings 21-24 are typically too soft for street use).

Take the vehicle for a test drive.



-if you are satisfied with the ride quality, do not do anything, you are set!

-if the ride quality is too soft increase the damping effect by rotating the rebound knob clock wise 3 clicks.

Take the vehicle for another test drive.



-if the vehicle is too soft increase the damping effect by rotating the rebound knob clock wise 3 additional clicks.

-If the vehicle is too stiff rotate the rebound adjustment knob counter clock wise 2 clicks and you are set!

Take the vehicle for another test drive and repeat the above steps until the ride quality is satisfactory.

Note:

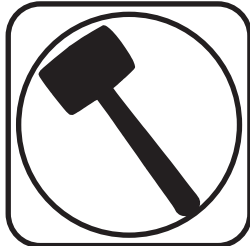
One end of the vehicle will likely reach the desired setting before the other end. If this happens stop adjusting the satisfied end and keep adjusting the unsatisfied end until the overall ride quality is satisfactory.



Part # 11719300 - 2014-2018 Silverado Drop Spindles



Recommended Tools



Major ComponentsIn the box

- 1 11719300 Pair of 14-18 Silverado drop spindles
- 2 16mm x 2.0 Jam Nut
- 2 5/8" Internal Tooth Lock Washer
- 2 M6-1.0 x 16 Hex Cap Screw
- 2 M6 Flat Washer
- 2 3/8" Adel Clamp
- 6 Flat Washer

Installation

Ball Joint & Tie Rod Torque Specs:

Lower Ball Joint:	37 ft-lbs	+ 130 degrees
Upper Ball Joint:	37 ft-lbs	+100 degrees
Outer Tie Rod:	26 ft-lbs	+90 degrees

THESE SPINDLES ARE DESIGNED TO FIT TRUCKS WITH ALUMINUM OR STAMPED STEEL OE CONTROL ARMS.

MUST USE 18" OR LARGER RIMS

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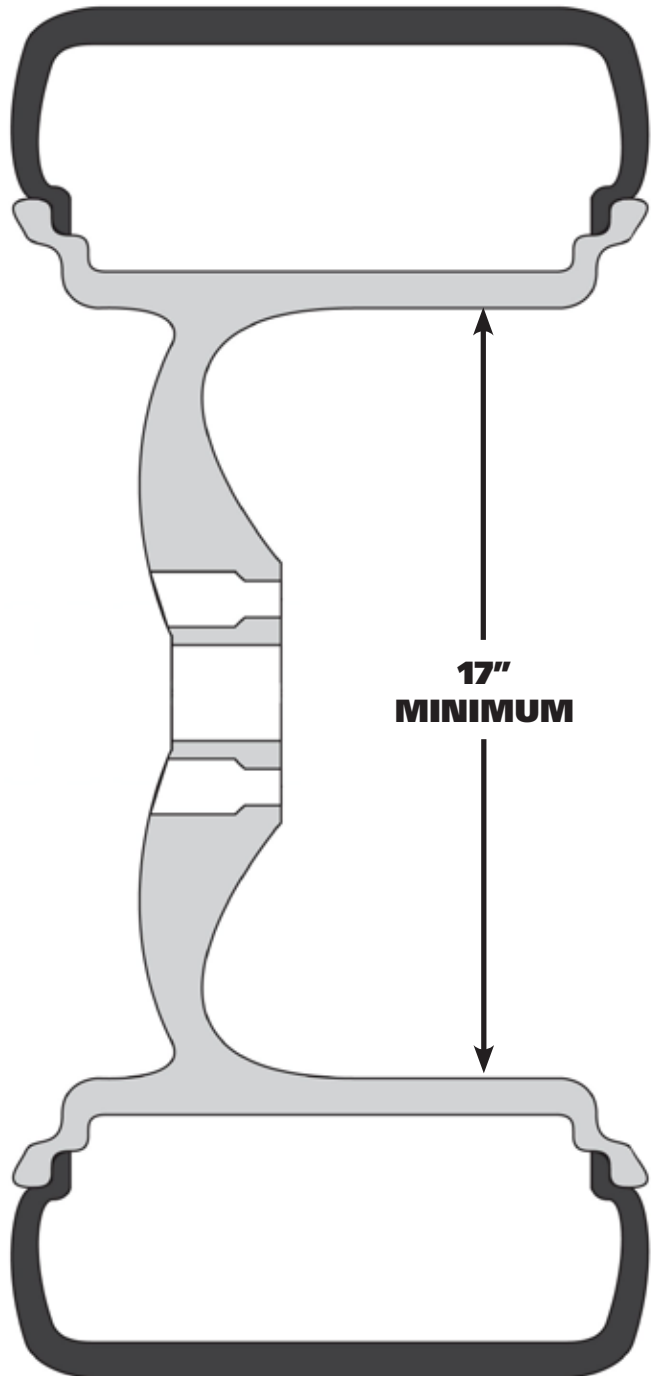


Wheel Fitment

IF YOUR WHEEL IS 18" DIAMETER OR LESS, WE RECOMMEND MEASURING THE INSIDE OF YOUR WHEEL TO DETERMINE IF IT WILL FIT (Diagram A). THE MINIMUM INSIDE DIAMETER IS 17". A 17" INSIDE DIAMETER WILL STILL REQUIRE THE BALL JOINT STUD TO BE MODIFIED FOR WHEEL CLEARANCE. WHEN TRIMMING THE BALL JOINT PIN, WE RECOMMEND LEAVING AT LEAST ONE THREAD STICKING THROUGH THE BALL JOINT NUT (Diagram C).

A

MEASURING INSIDE WHEEL DIAMETER





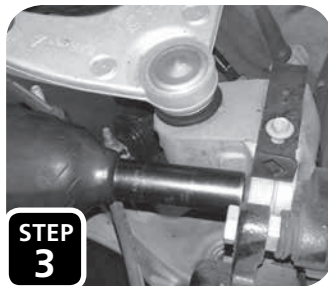
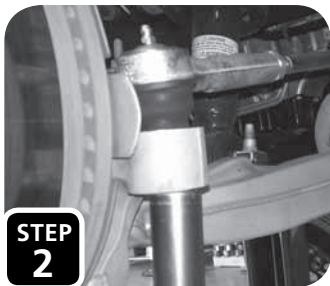
Spindle Installation

STEP 1: Jack up the front of the vehicle and support under the frame rails using jack stands. Remove the front tires and begin with either side.

STEP 2: Unbolt the tie rod from the spindle and break loose by hitting the side of the steering arm with a hammer. **(never hit the rod end on the treads)**

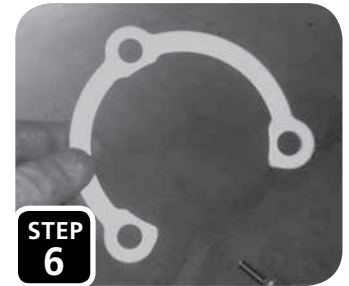
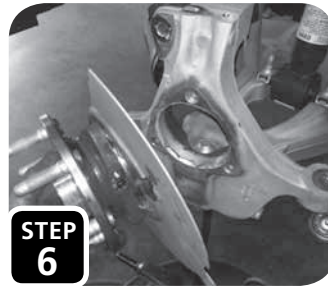
STEP 3: Unbolt both brake caliper bolts and support the caliper out of the way. **(do not allow the brake caliper to hang by the brake line)**

STEP 4: Unbolt the rotor retainer bolt and remove the rotor.



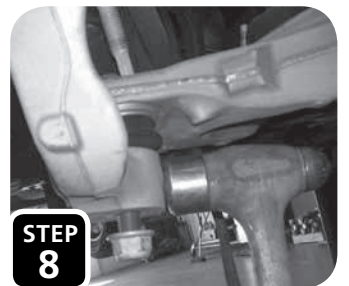
STEP 5: Unbolt the abs sensor from the spindle. Then unbolt the guide bracket at the top, separate the grey clip from the bracket, and remove the clip from the abs wire.

STEP 6: Unbolt the 3 bolts holding the wheel bearing to the spindle and remove. Discard the factory dust shield and the horse shoe bracket from the backside.



STEP 7: Loosen the upper and lower ball joints but do not remove the nuts yet.

STEP 8: Break the ball joints loose by hitting the side of the spindle at each ball joint with a hammer. **(never hit the ball joint on the threads)** the nut will catch the spindle, then remove the nuts and remove the spindle.



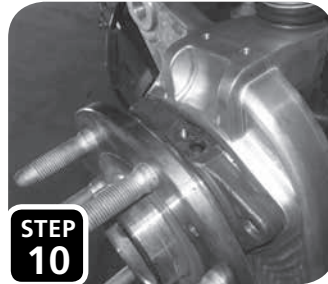
STEP 9: Install the new forged aluminum spindle and tighten both ball joints.

STEP 10: Re-install the wheel bearing using the factory bolts and 14mm provided washers.

STEP 11: Install the abs sensor and tighten.

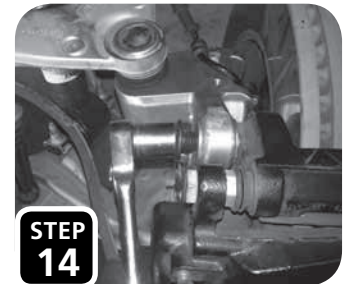


Spindle Installation

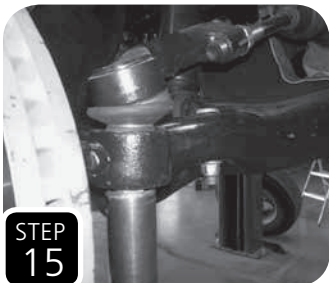


STEP 12: Safely guide the abs wire with a curve and attach to the top of the spindle using the provided adel clamp and bolt. Once tight, bend the clamp upward so that it touches the head of the bolt.

STEP 13: Install the rotor and tighten the retainer bolt.
STEP 14: Re-install the brake caliper and tighten both bolts.



STEP 15: Attach the tie rod to the spindle and tighten



STEP 16: If re-installing the factory 18" rims, the factory tie rod will need to be marked and trimmed to clear the wheel. You will also need to install the provided jam nuts and lock washers,

STEP 16: then trim the excess of the lower ball joint right at the jam nut so that there is clearance between the ball joint and the rim. This may be necessary for some 20" rims also.



EXAMPLE OF TRIM

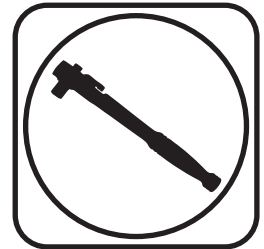
TIE-ROD

LOWER BALL JOINT



Part # 11709511 - 2007-2018 Silverado Axle Flip Kit

Recommended Tools



2007-2018 Silverado Axle Flip Kit Installation Instructions

Table of contents

Page 16.....	Included Components & Getting Started
Page 17-21.....	Disassembly
Page 22.....	Shackle & Hanger Installation
Page 23.....	Hanger & Flip Bracket Installation
Page 24-25.....	Flip Bracket Installation
Page 26.....	Installation Finish





Major ComponentsIn the box

Item #	Part #	Description	QTY
1	90001363	Rear Shackle Frame Mount	2
2	90003550	Rear Shackle	2
3	90002672	Shackle Inner Bushing Sleeve - Installed in shackle	2
4	70012461	Shackle Bushing - Installed in shackle	4
5	90001365	Flip Bracket	2
6	90001366	Clamp Plate	2
7	90001367	Brake Line Tab	1
8	99626004	U-Bolt - 3.375" W x 7.00" L x 5/8"-18	4
9	70015643	Bump Stop	2

Hardware Kit - 99010131

QTY	Part Number	Description
REAR LEAF MOUNT		
2	99561012	9/16-18 x 4 1/2" Hex Bolt
2	99562001	9/16-18 Nylok Nut
4	99566003	9/16" SAE Flat Washer
U-BOLT		
8	99622013	5/8-18 High Nut
8	99623001	5/8" SAE Flat Washer
BUMP STOP		
2	99371034	3/8"-16 x 1" Socket Head

QTY	Part Number	Description
BRAKE LINE RELOCATION		
3	99311001	5/16"-18 X 1" Hex Bolt
3	99312003	5/16-18 Nylok Nut
7	99313002	5/16" SAE Flat Washer
1	99081007	M8-1.25 x 20mm Hex Bolt
REAR LEAF MOUNT FRAME BRACKET		
6	99431021	7/16-14 X 1 1/4" Hex Bolt
6	99432010	7/16-14 Nylok Nut
12	99433005	7/16 SAE Flat Washer

Getting Started.....

THIS KIT CAN BE SETUP TO LOWER THE REAR OF YOUR TRUCK 3 DIFFERENT HEIGHTS. IT CAN BE SET TO LOWER THE REAR OF THE TRUCK 5 1/2", 6" OR 6 1/2" (6" & 6 1/2" ARE NOT RECOMMENDED WITHOUT C-NOTCH). THIS HEIGHT ADJUSTMENT IS BUILT INTO THE REAR SPRING HANGER. BEFORE YOU START THE INSTALL, MEASURE THE HEIGHT OF YOUR TRUCK TO HELP DETERMINE HOW YOU WANT IT TO SIT. THE RIDETECH FRONT KIT HAS SOME ADJUSTMENT TOO. THE FRONT KIT WILL LOWER THE TRUCK 3"-4". YOUR TIRE HEIGHT WILL PLAY A FACTOR ON HOW LOW YOU CAN SET THE FRONT SUSPENSION.

1. Raise the vehicle to a safe and comfortable working height and support it by the frame. You will need to be able to move the rear differential up and down. Use a jack under the rear axle to raise and lower it during the install.
2. Jack up the rear end slightly to remove the tension from the rear shocks. Remove the shock absorbers. For proper function, they should be replaced with the Ridetech HQ Series shocks 22189864.



Disassembly

3. Lower the jack to relieve the tension on the rear springs, but keep the jack touching the rear axle.
4. Remove the u-bolts and axle clamps to disengage the axle from the leaf springs.
5. Lower the axle to get clearance on the leaf springs, but **DO NOT** strain the brake lines.
6. The rear of the leaf springs will need to be disconnected to install the new hanger setup and to move the springs under the axle.
7. Support the rear of the leaf spring and remove the leaf spring shackle bolt.

Repeat Steps 4 - 7 on the 2nd leaf spring.



8. The OEM bump stop mount will need to be cut off the frame. We do this by cutting the weld with a cut off wheel on a die-grinder. Cut in the center of the weld without going too deep. Cutting too deep will cut into the frame.



9. We recommend grinding the remaining weld down until it is smooth. Paint the exposed metal to keep it from rusting.

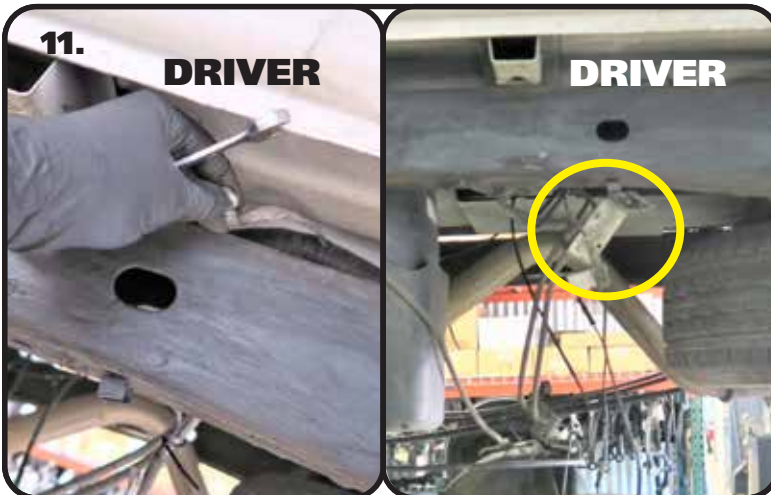


Disassembly



10. Remove the ABS sensors from the axle tubes on driver and passenger side. **DRIVER SIDE IS SHOWN IN IMAGE 10.**

NOTE: Some trucks do not have the ABS sensors in the axle tubes.



11. Unbolt the brake line bracket from the top of the drivers side frame rail. This will help provide enough slack in the lines to be able to flip the leaf springs on the bottom side of the axle. Retain the hardware, this bracket will be reinstalled later.



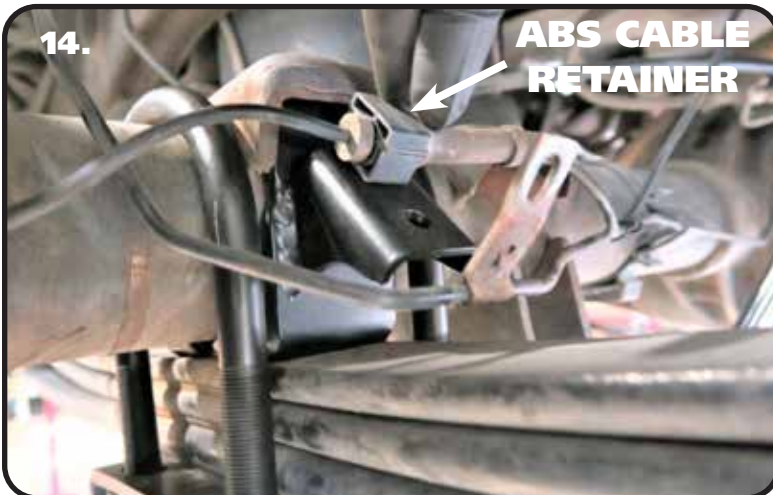
12. Remove the emergency brake cable holder from the driver side frame rail. Again, this bracket will be reinstalled later.



Disassembly



13. Remove the bolt from the brake line retainer. The brake line retainer bolts to the bracket that is on the rear side of the leaf spring perch. Remove these from both sides of the axle. These will be reinstalled later.



14. Remove the ABS cable from the retainer that is attached to the same bracket as the brake line retainer. Remove the ABS cable retainer from the bracket. These will be reinstalled later.



15. The bracket that is at the rear of the OEM leaf spring perch will need to be cut off of the axle tube. We use a saw-z-all to cut it off. It needs to be cut off even with the axle, perpendicular to the top of the leaf spring perch. Use **Images 15 & 16** as a reference.



Disassembly



16. Image 16 illustrates the bracket cut off. Again, we use a saw-z-all to cut it off.



17. The leaf spring locating pin needs to be flipped over. Currently, the nut for the pin is on the top side of the leaf spring pack. The nut will need to be on the bottom side for proper location of the flip bracket. The u-bolt locating plate will need to be removed and discarded. To remove the pin and u-bolt locator, clamp the leaf springs together in front of and behind the u-bolt locator. With the leaf spring clamped, remove the nut from the locating pin. Next, remove the u-bolt locator and discard it.



18. Remove the locating pin from the leaf spring pack. Reinstall the locating pin from the TOP side. Reinstall the nut on the BOTTOM side and tighten. With the nut tight, remove the clamps. Repeat on the second spring.



Disassembly



19. The rear leaf spring hanger will need to be removed from the frame. It is held on by (1) bolt and (3) rivets. Remove the bolt and retain it for installation of the new hanger. We remove the rivets by cutting a " + " in the rivet head and chiseling it off. After chiseling the head off, drive the rivet out of the hanger/frame with a punch.



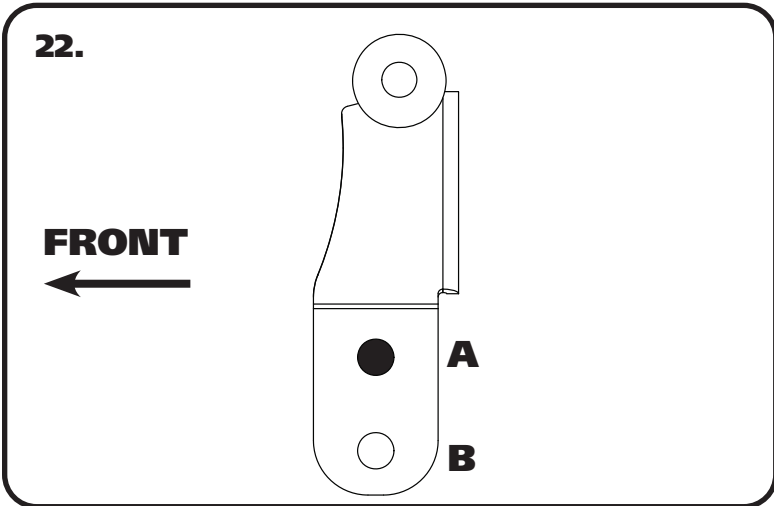
20. The OEM leaf spring hanger includes a second bracket that is riveted to the bottom of the frame. Again, cut a " + " in the head of the rivet and chisel it off. After removing the head of the rivet, drive it out of the frame/bracket with a punch. Repeat steps 19-20 on the second hanger.



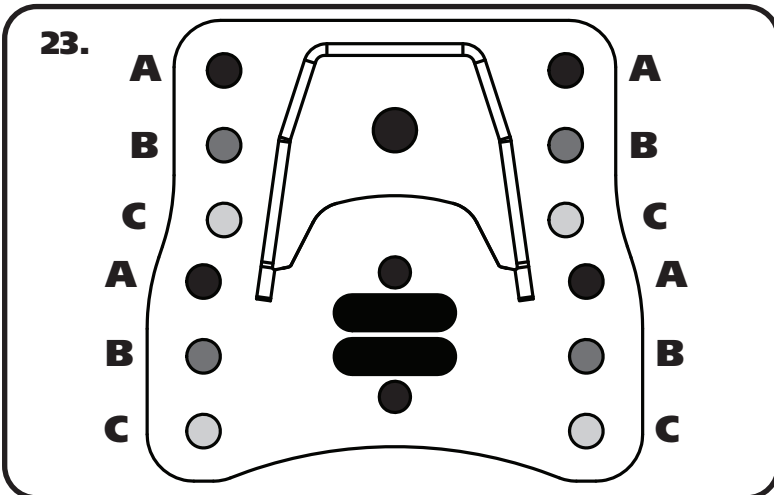
21. The leaf springs can be flipped to the bottom side of the axle without removing the axle or the front of the leaf spring. Start by pushing the axle to one side. **Avoid excessive force on the brake lines and ABS wires.** Grab the rear of the leaf spring that is on the side that is opposite of the direction you pushed the axle. Push the leaf spring over to clear the end of the axle. While pushing the leaf spring over, move the leaf spring down to get below the axle. Repeat for the second spring, pushing the axle the opposite direction.



Shackle & Hanger Installation



22. The rear shackle has 2 leaf spring mounting holes to aid in fine tuning the ride height of your truck. The Standard mounting hole is the top hole "A". Installing the leaf spring in the bottom hole "B" will raise the rear of the truck approximately 3/4". The open side of the shackle will face the front of the truck.



23. The hanger can be bolted to the truck at (3) different heights. Position A = 5 1/2" drop, Position B = 6" drop, Position C = 6 1/2" drop. If you are unsure where to set it at this time, install the hanger in position A.

NOTE: 6" & 6 1/2" drop settings are not recommended without c-notches.



24. Determine the set of holes that you are going to be using to attach the hanger. The Hanger is bolted to the frame in the OEM location with the open side of the shackle to the front of the truck. The REAR UPPER hole reuses the OEM bolt that was removed earlier. Install the OEM bolt in the rear upper hole. This will help hold the hanger while inserting the remaining bolts. Install a 7/16" flat washer on each of (3) 7/16"-14 x 1 1/4" bolts. Align the correct holes of the hanger with the OEM holes in the frame. Install a bolt/washer in each one. Install a 7/16" flat washer and 7/16"-14 nylok nut on the threads of the bolts that are sticking through the frame. Torque the hardware to 70 ftlbs.



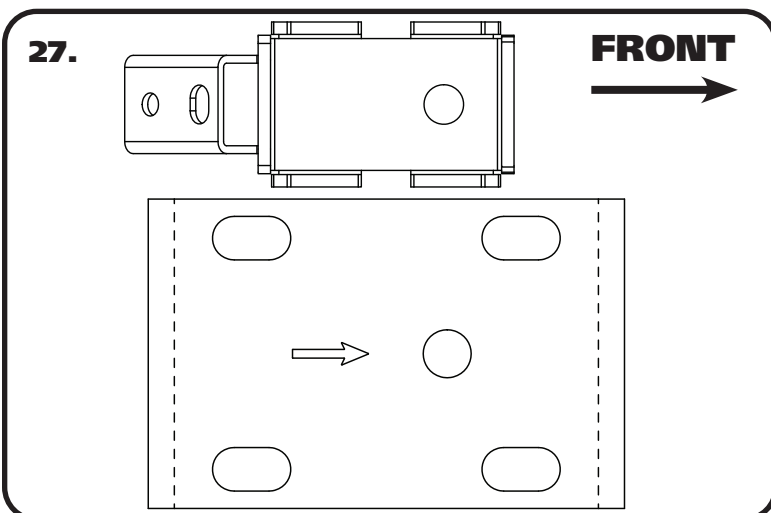
Hanger & Flip Bracket Installation



25. Install the shackle on the rear eyelet of the leaf spring with the open side facing the front of the truck. Align the top mounting hole with the leaf spring bushing. Install the OEM hardware that was removed earlier. Repeat on the second spring. Do not tighten the hardware at this time.



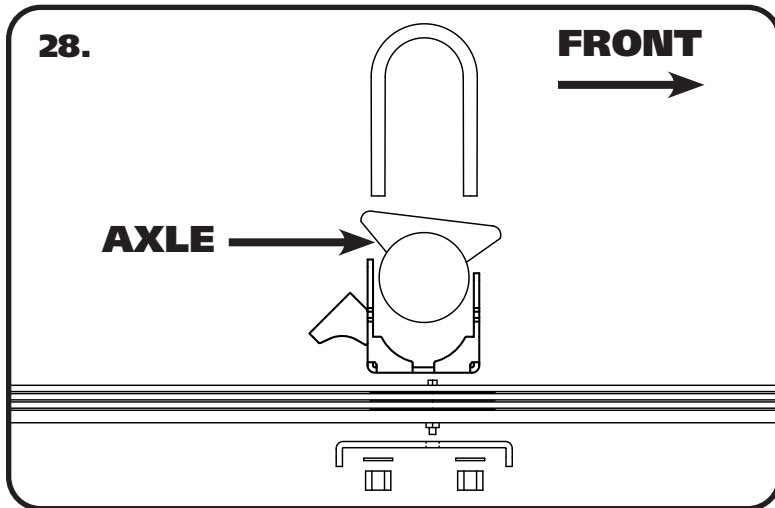
26. Raise the rear of the leaf spring up until the rear shackle bushing lines up with the mounting hole of the leaf spring hanger. Install a 9/16" flat washer on a 9-16"-18" x 4 1/2" bolt. Insert the bolt/washer in the aligned hole of the shackle and hanger. Install a 9/16" flat washer and 9/16"-18 nylok nut on the threads of the bolt that are sticking through the hanger. Torque the shackle bolt to 90 ftlbs. The leaf spring bolt will not be tightened until the truck is sitting on the ground.



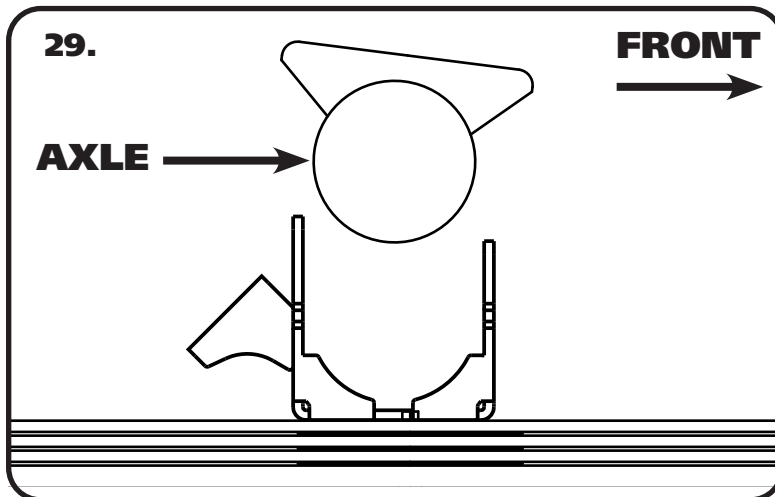
27. The Flip Kit has the locating holes offset to center the wheel in the wheel opening. **Image 27** illustrates a top view of the Flip Bracket and the Leaf Spring Plate. Notice the CENTER Hole is offset to the FRONT of the truck. The Flip Bracket has a brake line tab that will need to be positioned to the rear of the truck. The ARROW in the plate needs to point to the front of the truck.



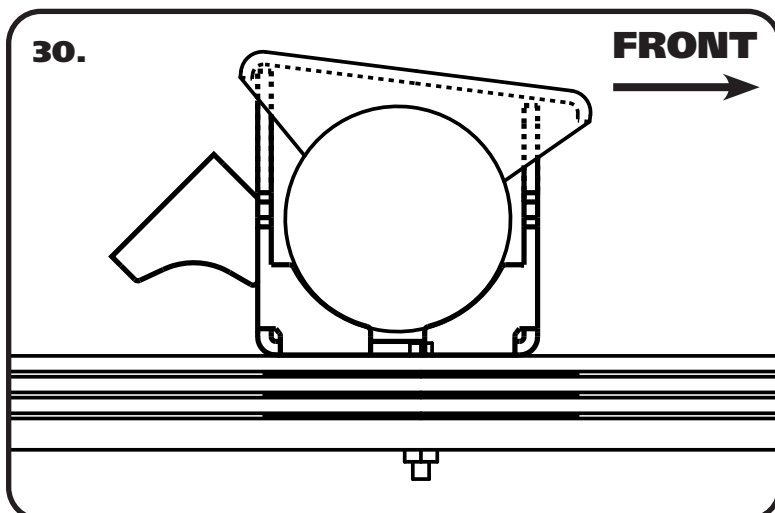
Flip Bracket Installation



28. Image 28 is an illustration with the parts exploded to assist in the assembly of the flip kit.



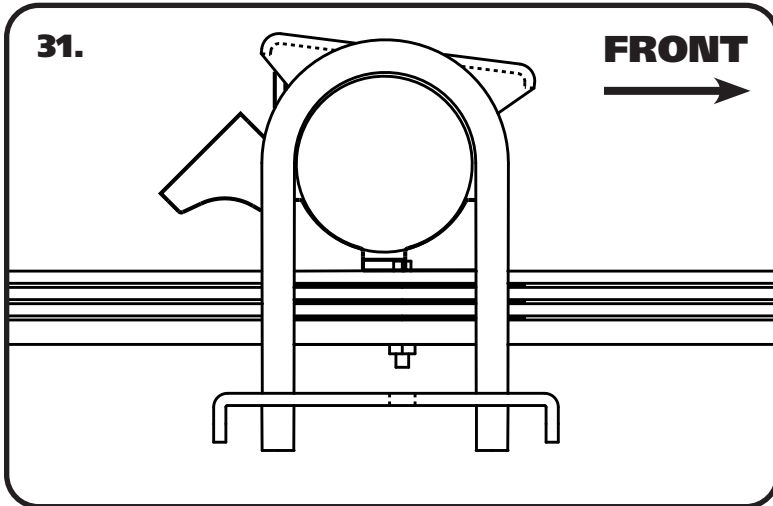
29. Set the Flip Bracket onto the leaf spring with the CENTER HOLE OFFSET TO THE FRONT OF THE TRUCK AND THE BRAKE LINE TAB TO THE REAR OF THE TRUCK.



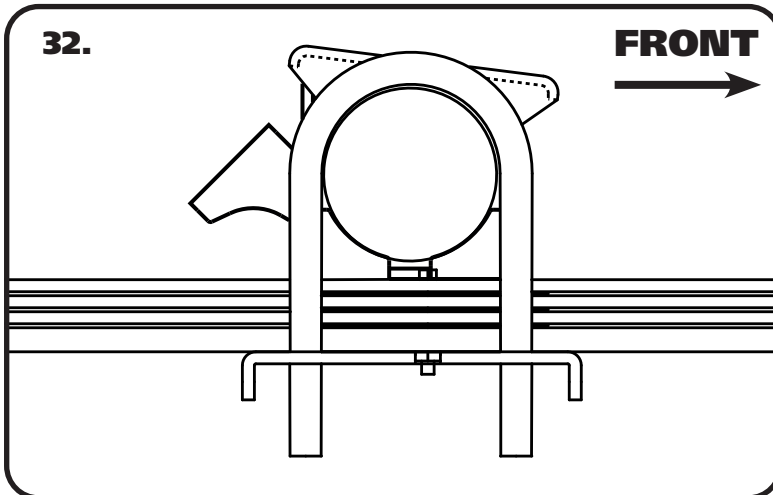
30. Slowly lower the axle into the Flip Bracket making sure the tabs go up into the leaf spring saddle. THE FLIP BRACKET WILL POSITION THE PINION AT THE CORRECT ANGLE.



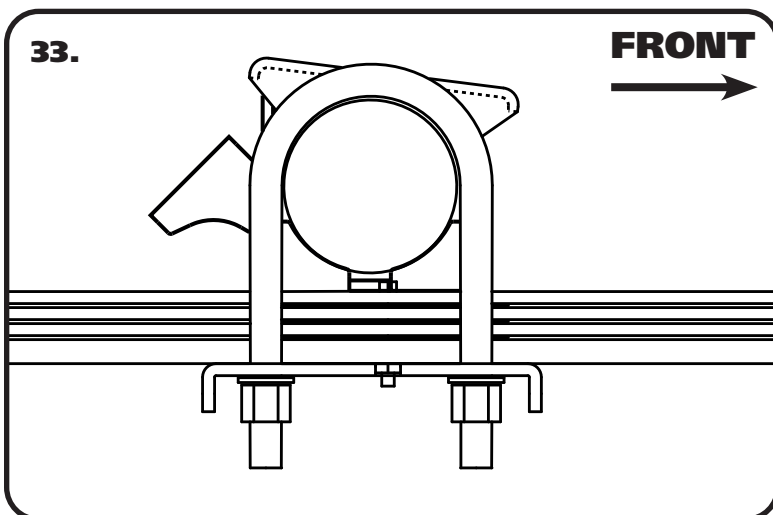
Flip Bracket Installation



31. Slip the U-Bolts over the axle tube with the threads pointing down.



32. Slip the Leaf Spring Bracket up onto the U-Bolts WITH THE OFFSET HOLE FORWARD. THE ARROW ON THE BRACKET SHOULD POINT TO THE FRONT OF THE TRUCK.



33. Hold the Leaf Spring Bracket in place and install a 5/8" Flat Washer & 5/8"-18 High Nut on the threads of the u-bolts. Snug the nuts down evenly and tighten them in a criss-cross fashion to 130 ftlbs.



Installation Finish



34. Snap the ABS cable retainer into the upper hole of the flip bracket tab. Insert the ABS cable into the retainer and snap the retainer closed. Line up the hole of the brake line tab with the lower hole of the flip bracket tab. Install a 5/16" flat washer on a 5/16"-18 x 1" bolt. Insert the bolt/washer through the brake line tab and flip bracket tab. Install a 5/16" flat washer and 5/16"-18 nylok nut on the threads of the bolt sticking through the tab. Torque to 17 ftlbs. Repeat on the other side.



35. Remove the OEM brake line bracket that attaches to the differential cover bolt and brake line mount. Attach the new brake line bracket to the differential using the supplied M8-1.25 x 20mm bolt and 5/16" flat washer. Attach the brake line mount to the new brake line tab using (1) 5/16"-18 x 1" bolt, (1) 5/16"-18 nylok nut, and (2) 5/16" flat washers. Torque the M8 to 225 inlbs and the 5/16" to 17 ftlbs.



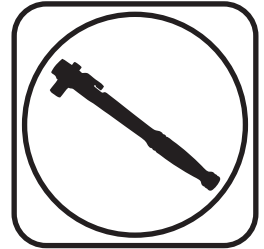
36. A hole will need to be drilled and tapped to 3/8"-16 to install the bump stop. This hole needs to be located directly above the center of the axle. Mark the location and drill with a 5/16" drill bit. Tap the hole 3/8"-16.. Install the bump stop using a 3/8"-16 x 1" socket head bolt. Hold the bump stop with your hand and insert the bolt through the center of the bump stop. Line up the bolt of the bump with the tapped hole of the frame. Tighten the bolt to 35 in-lbs. Repeat on the other side.



Part # 22189864 - 7.55" Stroke HQ Series Shocks



Recommended Tools



Eye/Eye HQ Series Installation Instructions

Table of contents

Page	28.....	Components & Shock Installation
Page	29.....	Shock Adjustment





7.55" HQ Series Smooth Body Shocks

Major ComponentsIn the box

Part #	Description	QTY
986-10-020	7.55" Stroke Shock	2
70011138	3/4" ID Shock Bushing	4
70011186	5/8" ID Shock Sleeve (2 per Eyelet)	8

Shock Installation

1.



1. Install the BODY of the shock in the OEM frame mount using the OEM hardware.

2.



2. Attach the EYELET of the Shock in the OEM mount that is on the axle housing. Attach the shock using the OEM hardware. Position the Shock with the Adjuster Knob pointing out, away from the axle.



Shock Installation and Adjustment

Shock adjustment 101- Single Adjustable

Rebound Adjustment:

How to adjust your new shocks

The rebound adjustment knob is located on the top of the shock absorber protruding from the eyelet or stud top. You must first begin at the ZERO rebound setting, then set the shock to a street setting of 12 or handling setting of 8.



-Begin with the shocks adjusted to the ZERO rebound position (full stiff). Do this by rotating the rebound adjuster knob clockwise until it stops.

-Now turn the rebound adjuster knob counter clockwise 12 clicks. This sets the shock at 12 for a street setting. If you are after a handling setting only go 8 clicks.

Take the vehicle for a test drive.



-if you are satisfied with the ride quality, do not do anything, you are set!

-if the vehicle is too soft increase the damping effect by rotating the rebound knob clockwise 3 additional clicks.

-If the vehicle is too stiff rotate the rebound adjustment knob counter clock wise 2 clicks and you are set!

Take the vehicle for another test drive and repeat the above steps until the ride quality is satisfactory.

Note:

One end of the vehicle will likely reach the desired setting before the other end. If this happens stop adjusting the satisfied end and keep adjusting the unsatisfied end until the overall ride quality is satisfactory.